





## INTIMATIONS

CHINA EXPORT-IMPORT AND  
BANK COMPAGNIE

NOTICE IS HEREBY GIVEN that any persons or firms having claims against the Hongkong Branch of the CHINA EXPORT-IMPORT AND BANK COMPAGNIE are required to file same with the Liquidators on or before 31st October, 1916, after which date no claim will be recognized.

BRADLEY & Co., Ltd.  
Liquidators

Hongkong, Oct. 2, 1916. 1088

## PIANOS

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THOROUGHLY  
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BY  
SKILLED WORKMEN

UNDER  
EXPERT EUROPEAN  
SUPERVISION

SATISFACTION  
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CO., LTD.

6, Des Voeux Road. TEL. 132.

SILIMPOPON (SEBATTIE)  
COAL

THE Undersigned having been appointed Agents for the COVIE HARBOUR COAL CO., LTD., are prepared to quote prices for best quality SILIMPOPON COAL trimmed into Bunkers at SEBATTIE or SANDAKAN (British North Borneo).

SILIMPOPON COAL compares favourably with the better grades of Japanese Coal and gives good results on a very moderate consumption.

Steamers calling at SEBATTIE or SANDAKAN exclusively for SILIMPOPON COAL (either cargo or bunkers) are exempt from payment of all Port charges.

At Sebatik Steamer are berthed alongside the Company's wharf where there is a minimum depth of 27 to 28 feet at low water Spring Tides.

Charts of Siboko Bay (Sebatik Harbour), Prices, and all other information concerning the Port can be had on application to the Agents.

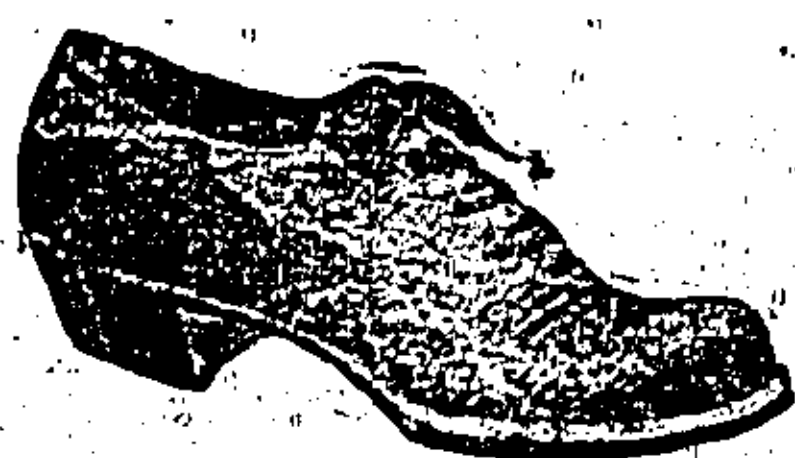
BRADLEY &amp; CO., LTD.

Agents Covie Harbour Coal Company, Limited.

Hongkong, Dec. 2, 1915. 1097

## JAPANESE MAKERS

Every kind of Footwear  
MADE  
TO  
ORDER



OHERREY &amp; CO.

FEDDER STREET,

Opposite Hongkong Hotel

Telephone No. 491.

Hongkong, March 30, 1914.

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EVER ISSUED UNDER  
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THE LEADING CHINESE POLITICAL AND  
COMMERCIAL JOURNAL.

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\$12.00 in other parts of China.

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## INTIMATIONS

WANTED.

TWO Experienced OPERATORS to take charge of large DRAG LINE EXCAVATORS in connection with Irrigation Works now under construction in Siam.

Applications accompanied by copies of recent testimonials should be addressed to the Director General Royal Irrigation Department, Bangkok, Siam, stating age, experience, salary required and whether married or single.

Hongkong, Oct. 23, 1916. 1168

NOTICE.

A. B. THE SWEDISH TRADING  
COMPANY IN CHINA LIMITED.

MR. ARTHUR NILSSON having resigned his position as Managing Director of this Company's business in Hongkong and China no longer holds the Company's Power of Attorney.

By order of the Board of Directors

I have to-day assumed charge of this Company's business in Hongkong and in China.

GUNNAR LUDEN.

York Buildings,

Hongkong, Oct. 21, 1916. 1161

THE DAIRY FARM CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE TWENTIETH ORDINARY MEETING of the SHAREHOLDERS in the above Company will be held at the Company's Town Office, 2, Lower Albert Road, Hongkong, on MONDAY, the 30th October, at 12 Noon for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st July, 1916.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 14th October to WEDNESDAY, 11th November, 1916, both days inclusive.

By Order,

M. MANUK,

Secretary.

N.B.—Persons holding shares not registered in their own names are recommended to send such shares to be transferred.

Hongkong, Oct. 7, 1916. 1112

## DAIRY FARM NEWS.

JUST ARRIVED

NEW SHIPMENT OF

SELECTED

INNAN HADDOCKS.

FILET HADDOCKS.

KIPPERS.

56

FOR SALE.

AS A GOING CONCERN.

A FIRST CLASS PRIVATE HOTEL

containing—

42 Bed Rooms,

23 Bath Rooms,

Halls, Lounges, Reception Room,

Private Dining Room, Self contained

suites of apartments with Bath Rooms

attached. Dining Room with accom-

modation for 100 persons. Store Rooms,

Library, Servants' quarters, etc., etc.

Hot and cold water laid on throughout.

Approximate value of Furniture, etc.

about \$30,000.

A large stock of extra Linen and

Crochery all new and high class recently

imported from England.

Electric light throughout.

The Hotel is centrally located being

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To be sold as a going concern with

good will.

Further particulars may be obtained

from the Undersigned.

HUGHES &amp; HOUGH,

Auctioneers.

[Hongkong, Oct. 19, 1916. 11051]

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the late SIEN TING

14, D'AGUIAR STREET.

TERMS VERY MODERATE

Consultation free.

"LEADING THE WAY"

# CAPSTAN

## MIXTURE

"THE SKIPPER'S FAVORITE"

### W. D. & H. O. WILLS.

BRISTOL and LONDON.

## A LADIES' COLUMN.

NEW STYLES IN PARIS.

[BY A CORRESPONDENT IN THE "TIMES."]

The lines of the new fashions in tailormade promise to be very graceful. The skirts are a very little longer and a very little narrower; but they are so well pleated and pressed that they look slim after the bunched over-full effect of many we saw last season, and seem longer than they are. They are no more merely skirts, for nearly every dress, not a skirt and blouse, will be worn under the coat, which is generally of half length.

There is something very satisfactory about this fashion of coat and dress instead of coat and skirt. When blouses are worn they are changed too often, and not changed always for the better. A woman buys her coat and skirt and blouse all together, then she buys cheaper blouses to wear in the place of the good one, and they are hardly ever quite right. With the coat and dress this mistake will not be possible. This season, therefore, women will buy a dress and coat; and they will wear the three together as long as they wear them at all.

The dress under the coat is a simple straight-forward little garment with long sleeves, very little waist line, broad shoulders, and pleated skirt rising a little above the regulation waist, or sometimes dropping below it in the fashion of the middle ages. Dark tones are invariably chosen for the tailor costume, and for the dress cloth and satin are used together. Taffetas seems to have gone out of favour, and satin and velvet have come instead. Charming effects can be got by the combination of cloth and satin, or velvet and satin, with light trimmings of fur and embroidery. Buttons, too, are used freely, in rows as a rule. The most popular furs for trimming the tailor-modes are grizzly rabbit and grey astrakhan. The rabbits are said to be specially reared to produce this kind of fur, but how we are not told. The fur is rather long, very thick, and of an iron grey shade. On a deep wine-coloured cloth costume it looks very well, and well also on blue, green, black, or another shade of grey.

EASE AND GRACE.

Dresses are made all in one piece, and slip on easily. The line goes almost straight from the shoulder to the hem of the skirt, and is interrupted only by an insignificant waist belt; or girlish loosely fastened round the dress. The sleeves are set in at the shoulders with a suggestion of gathers, and are full on the upper arm. The enormous gigot sleeve may appear, but not in this kind of dress. The pleats on the skirt vary in width and arrangement very much. To achieve a really successful pleated skirt is not easy; a practised hand and mind are wanted to place the pleats, and what width to make them to suit the wearer. Finally, there is the art of pressing them. Some skirts have panels of narrow pleats, some have wide box-pleats, others have both; but all show the same flat hips. The bodices often have pinfold effect back and front, the front being trimmed and the back being left quite plain. The throat is left bare, with either the wide oval opening from shoulder to shoulder, or with a collar starting from either side of the throat to rise a little at the back of the neck. There is no exaggeration in the height of the collar this season, and there is a tendency to keep the note dark against the skin, without schuss, frills, and linen fronts. A band of fur, a ribbon, a string of beads, but no tuckers, may produce a charming effect, but they can also be trying.

The coats which are worn with these little dresses look rather older in style than the dresses they partly cover. They are half-length, above a strong hint of a waist line, have slight full bosoms, and little tails, which stand up at the back of the neck. In front they have flat revers, and here and there one recalls of the old and the other of the modern.

Fur trims the wrists, but is not always used round the edge of the coat. Traveling costumes in heavy tweed maintain the classic fashion of coat and skirt and blouse; the belt still trims them. A few three-quarter coats have perfectly straight, flat backs and only a little fullness below the knees. In both dresses and coats the line falls towards the front and rises at the back, not much, but so as to give a lift to the whole. A skirt longer behind than in front is a sad sight; an all-round one is a little dull; but one that lifts just enough at the back is quite satisfactory.

Hats have shot up amazingly of late, and unless the crown adds to your height you are wrong. The hat sits well down on the head, but its crown goes high above it. Toques of the marquis cut have high-upstanding sides, which dart off at unexpected angles; hats with brims, wavy or straight, have high crowns which look tententious, and even the squash felt rushes up on one side and adds to its height by a wing or something perky. In another six weeks we shall see quite another sort of headgear, for whatever else is stable in Paris it is not the women's hats.

## SURPLUS OF WOMEN WORKERS.

INDUSTRIAL PROBLEMS AFTER THE WAR.

At the British Association meeting interest centred in the economic section, where land settlement and labour questions were discussed.

Mr. Christopher Turner, the agricultural expert, in a paper on "the outlet for labour on the land," expressed regret that the Government had not employed thousands of German prisoners in the reclamation of land. Had they done so we might have had 60,000 acres ready for new settlements when our men returned from the war.

He emphasised the necessity for extending credit on easy terms for farmers, and said there was a general desire to get rid of the baneful influence of party politics.

The next subject in this section was the replacement of men by women in industry, on which a report was presented by a committee. The members thought the problem of a great surplus of women workers after the war would not be so serious as had been feared. The married women were for the most part in industry for the war period only, and inquiries among women workers generally showed that many of them had no desire to remain in competition with men.

But this involved the question of the increased demand for women on reproductive processes, and if, as seemed likely, the sub-division of processes and the highly automatic machinery introduced owing to war conditions had come to stay, there might be a change in the relative demand for skilled and for unskilled labour to the disadvantage of the former.

The committee did not think wages would fall to the pre-war level.

## The Man Who Gets There

Is the man who has blood—  
real rich red blood and  
plenty of it—in his body.

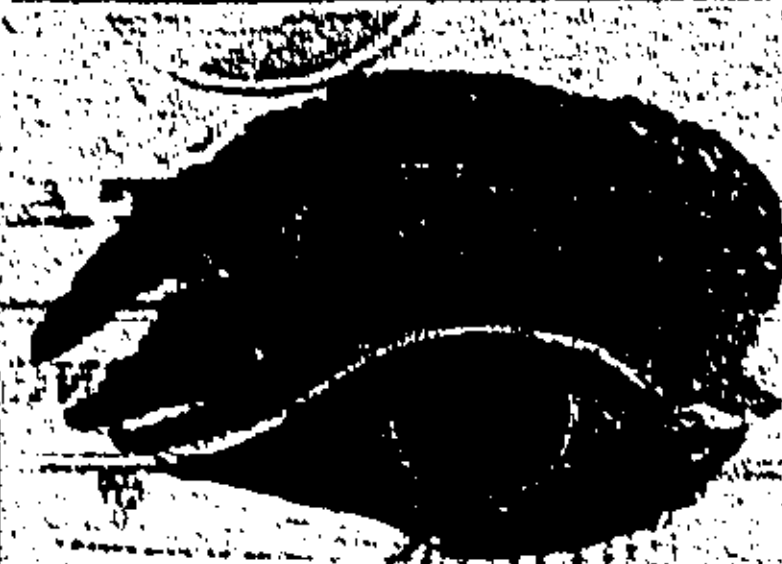
WATERBURY'S  
METABOLIZED  
COD LIVER OIL  
COMPOUND

makes blood—lots of it—  
giving strength, nourishing,  
strengthening blood.

OF ALL DRUGGISTS

Doses—1 to 3 times daily

## INTIMATIONS



## YOUR EYES

SHOULD NOT BE NEGLECTED.

At the first symptom of eye strain you should consult us. We test eyes scientifically and fit glasses to individual requirements.

CLARK & Co.  
SCIENTIFIC OPTICIANS  
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WARE, MECHANICAL, WHOLESALE  
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and Foundry Casts Importers. General Store-  
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Hongkong September 4, 1915.

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Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers,

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Modern up-to-date plant operated by our own specially trained

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All classes of light steel work manufactured by the above process.

Tanks, Drums, Ventilators, Pipes, &amp;c., &amp;c.

THE DIMENSIONS OF DOCKS AND SHIPS ARE AS FOLLOWS

NAME OF DOCK OR SHIP	LENGTH	BREADTH	DEPTH OVER KEEL	DEPTH AT BULKHEAD	DEPTH OF TIDE	KEEL OF SHIP	NAME OF SHIP
KOWLOON							
No. 1 Dock, Kowloon	100	20	10	10	10	10	10
No. 2 Dock, Kowloon	100	20	10	10	10	10	10
No. 3 Dock, Kowloon	100	20	10	10	10	10	10
No. 4 Dock, Kowloon	100	20	10	10	10	10	10
No. 5 Dock, Kowloon	100	20	10	10	10	10	10
No. 6 Dock, Kowloon	100	20	10	10	10	10	10
No. 7 Dock, Kowloon	100	20	10	10	10	10	10
No. 8 Dock, Kowloon	100	20	10	10	10	10	10
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## INTIMATIONS

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## WATCHMAKERS &amp; JEWELLERS.

Hotel Mansions.

Agents for ADMIRALTY CHARTS

ROSS'S BINOCULARS and TELESCOPES,

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ENGLISH SILVERWARE, direct from Manufacturers.

High Class English Jewellery.

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Obtain quotations from

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8 Wyndham Street.

European Supervision Moderate Prices.











## THE WAR.

## LATEST TELEGRAMS.

(Reuter's Service to the China Mail.)

## PRESSURE ON THE RUMANIANS.

THE RUSSO-RUMANIAN FORCE. RETIRING IN DOBRUDJA.

RUMANIAN SUCCESSES ELSEWHERE.

LONDON, Oct. 23. A Russian communiqué states: Under continuing pressure by the enemy, the Russo-Rumanian force retiring in Dobruja, but are stubbornly resisting.

Stubborn battles continue on the west frontier of Moldavia, successfully for the Rumanians.

The enemy has been compelled to retire slightly in the Trotus, Oituz and Slanic Valleys.

## ENEMY OCCUPIES CONSTANTZA.

AMSTERDAM, Oct. 23. A German communiqué claims the occupation of Constantza (the Rumanian Black Sea port).

## "FRIGHTFULNESS" AT SOFIA.

AMSTERDAM, Oct. 23. A Sofia telegram states that the brother of M. Ghenadiev (the pro-Ally ex-Minister mentioned in a telegram yesterday as having been sentenced to ten years' imprisonment for "high treason"); his father, the leader of the Agricultural Party, and others, have been sentenced to eight years' imprisonment for receiving and distributing 24,000,000 francs alleged to have come from a foreign source to be used against the Government.

## THE WESTERN FRONT.

## BRITISH OPERATIONS.

LONDON, Oct. 23. General Sir Douglas Haig reports: During the night there has been considerable enemy shelling between the Sars and Gueudecourt.

Our troops occupy the near lip of the two mine-craters formed by the enemy yesterday at the Bluff and are satisfactorily establishing their positions.

## ANOTHER FRENCH SUCCESS.

PARIS, Oct. 23. A communiqué states: We carried the whole of ridge 129, west of Sully. Maillel.

## DISTURBANCE BY RESERVISTS IN ATHENS.

ATHENS, Oct. 23. A group of Reservists entered a café, destroyed a portrait of M. Venizelos, and badly injured the proprietor with sticks.

Up to the present no arrests have been made.

## SHIPS SUNK.

LONDON, Oct. 23. The following steamers are reported to have been sunk: *Fortuna* (Dutch), *Helo* (Danish).

It is feared that 16 of the *Fortuna's* crew were drowned.

The *Donaldson Line* s.s. *Cabotia* is believed to have been sunk.

## LATER.

The steamers *Rabbit*, *Rioy* and *Draft* (Norwegian) the *Aria* and *George M. Emirik* (Greek), a Danish schooner and a Swedish barquentine have been sunk.

Twelve of the crew of the *George M. Emirik* are missing.

## DUTCH STEAMER FLYING GERMAN FLAG.

YMOUDEN, Oct. 23. It transpires that the Dutch steamer *Caledonia* with a cargo of copper ore is flying at Zebrugges flying the German flag.

## CHAMBERLAIN'S PAIN BALM.

THERE is nothing so good for muscular rheumatism, sprains, lameness, cramps of the muscles, bruise and like injuries as Chamberlain's Pain Balm. It will relieve nerve pain faster than any other remedy known for sale by all Chemists and Druggists.

## EARLIER TELEGRAMS.

## THE SITUATION IN GREECE.

KING CONSTANTINE AMENABLE BUT PUZZLED.

ATHENS, Oct. 23. It is learned on the most reliable authority that when the French Military Attaché presented a demand for the removal of the Greek troops from Thessaly to Peloponnese, King Constantine expressed his readiness to consent to any measures ensuring the protection of General Sarraïl's rear, but he pointed out that the transfer of the Thessaly forces to Peloponnese is unnecessary, as far as the protection of the Allied forces is concerned. His Majesty therefore, could not understand the motives for the demand, but if these were explained he would give them his best attention.

The Attaché withdrew the memorandum, in order to submit King Constantine's objections to the proper quarter.

## NEW UNDER SECRETARY FOR IRELAND.

LONDON, Oct. 23. Sir William Byrne has been appointed Under-Secretary for Ireland.

## TRAIN DISASTER NEAR HARBIN.

TEN TONS OF DYNAMITE EXPLODE.

HARBIN, Oct. 17. A terrible train disaster has occurred between Harbin and Tsitsihar, resulting in many deaths. It was noticed that one of the wagons in the middle of a goods-train was on fire. The rear cars were detached and the locomotive went on at full speed with the remaining thirteen cars to the station of Turtshiba, where the burning wagon was placed under a water tank.

As soon as water was played on to the car, a tremendous explosion occurred, the car containing ten tons of dynamite. All the other cars were smashed to atoms and eighteen persons in the immediate vicinity were killed, while all the buildings near suffered severely. Over twenty-five persons were injured, including some soldiers in barracks, a considerable distance away, where all the windows were broken.

The explosion formed a crater over twenty feet deep and fifty feet in diameter. The shock was felt in Chinese villages several versts away, where even huts collapsed.

## AMERICAN MURDERED BY BANDITS IN KOREA.

## "BULLION PARTY" AMBUSHED.

An American, Mr. Fin Welhaven, was killed, and two other Americans wounded in a clash between a body of armed bandits and the bullion party of the Oriental Consolidated Gold Mine in northern Korea on Friday afternoon, October 6th.

The bullion party, including Capt. E. S. Barstow and Mr. A. A. Williams, both Americans, was ambushed by nine robbers when returning to the mine from the nearest railway station with about 150,000 yen in cash. Capt. Barstow is well-known on the Chinese coast. The robbers were finally beaten off and the cash was saved.

Besides the Americans the driver of the truckboard and a Japanese policeman were shot dead. The bandits are also believed to have lost heavily as the bullion party was well armed.

Mr. Welhaven received wounds in the battle which resulted in his death. He was a brother of the manager of the Oriental Consolidated Mine, Mr. A. H. Welhaven.

The mine is in the Unsan district, in northern Korea, 60 miles from the nearest railway. Once a month the output of bullion is taken by an armed party to the nearest station, and from there to the Osaka mint. The party returns to the mine with enough cash from the mint to cover the monthly operating expenses. The trip of 60 miles is made with a truckboard and it is necessary to camp one night on both the outward and homeward journeys. This party, known as the "bullion party," is always well armed, since on the trip south it has to guard about 300,000 yen worth of gold bullion and on the return trip about half that amount in cash. The party was probably in charge of about 150,000 yen when attacked. Such parties are usually composed of six or seven men.

The following information was received in Japan of the attempted robbery.

Oriental Consolidated bullion party, on the return trip to the mine with cash for operating expenses, was ambushed Friday afternoon by nine armed bandits. The Chinese driver of the truckboard and a policeman were shot dead. Mr. Fin Welhaven was wounded and died Saturday morning. Williams shot in ankle and will probably lose a leg. Barstow was also shot but not dangerously wounded.

The robbers were fired and the cash saved. The police are active. The Korean people have been warned of this affair.

The nationality of the bandits is not known though it is believed that they may have been either Koreans or Japanese.

## STOP PRESS NEWS.

(Reuter's Service to the China Mail.)

## A BIG SUCCESS FOR THE SERBIANS.

## GREAT ENEMY COUNTER-ATTACK COMPLETELY REPULSED.

LONDON, Oct. 23. A French official message from Salonika states: Large forces of Bulgarians violently counter-attacked the Serbians in the loop of the Cerna on the 19th inst.

The fighting lasted all day and was most desperate.

It ended in the complete success of the Serbians who drove back the enemy everywhere and inflicted on them very heavy losses.

## SPORTING.

## GYMHANA TRAINING TIMES.

The gallops along this morning were "clocked" as under:

Fernando, Fisher, 1 mile, 42, 1.20, 1.57.3; 2.32.3; last 1.35.

Matchbox, Gegg, and Tinker, Fisher, 1 mile, 34.2, 1.07.2, 1.43, 2.17.2; last 1.34.2.

Choroby, Knoll, 1 mile, 37, 1.11, 1.40, 2.19; last 1.31.

Mathele, Gegg, 1 mile, 37, 1.13, 1.40.3, 2.23.4; last 1.37.1.

Peter Doody, Barton, 1 mile, 39.3, 1.07.2; last 1.33.4.

King Jack, Seth, 1 mile, 40, 1.17, 1.54, 2.27.2; last 1.36.2.

Forester, Knoll, 1 mile, 38, 1.13.4, 1.52; last 1.30.1.

Tom, Gegg, 1 mile, 32.4.

CHARLIE CHAPLIN, boy, and SOCIAL SCHNER, Sedgwick, 1 mile, and DENKELD, Seth, 1 mile, 42, 1.20, 1.57, 2.30; last 1.33. Finished in the order named.

King Hal, Seth, 1 mile, 39, 1.15, 1.48; last 1.33.

## SHANGHAI TRAINING TIMES.

The following are taken from the *Shanghai Mercury* of Wednesday, 18th inst.:

BLACK DIAMOND, J. J., 1 mile 2.23.2; last 1.31.4.

WINSOME DAME, boy, 1 mile 2.47.3; last 1.31.

CANDLERLIGHT, E. M., 1 mile 2.55; last 1.30.2.

SKYWAY, F. V., 1 mile 2.46.8; last 1.32.3.

HAZELNUT, W. H., 1 mile 2.19; last 1.31.3.

NIRVANA, boy, 1 mile 2.50.1; last 1.33.

The above are all fancied for the St. Leger.

ROSEWOOD, boy, 1 mile 2.53.4; last 1.39.2.

PINGWE CHIEF, boy, 1 mile 2.53.2; last 1.31.1.

UGANDA, C. C. B., 1 mile 1.58.3; last 1.32.3.

MORRIS, V. L., 1 mile 2.12.2; last 1.32.

SWANEE, A. J. P. H., 1 mile 2.16.2; last 1.31.4.

THUNDERBOLT DAME, boy, 1 mile 2.46; last 1.31.1.

DUNY CHIEF, boy, 1 mile 2.55.2; last 1.31.3.

## TWO SHANGHAI GIRLS NOT ALLOWED IN JAPAN.

The fact that their grandfather is a British subject and that they possessed a special permit from the British Consul at Shanghai, which was issued by the Japanese Consul there, was not deemed sufficient by police authorities at Yokohama to allow two German girls, Misses Marion and Jean Hoerter, to go ashore when they arrived on the *Empress of Asia* on 12th inst. The girls are aged 18 and 15 respectively.

They were accompanied by their grandfather, Mr. James Johnstone, a British subject, and their mother, Mrs. Johnstone, who is German.

Mr. Johnstone has lived forty-nine years in Shanghai, where he was connected with the Shanghai Dock Company.

The three had prepared for short vacation in Japan, visiting Kamakura and a few other cities. But the Japanese police in Yokohama, besides refusing to grant them the privilege of waiting the next boat that would take them back to Shanghai, there was only one other course open to them. They remained on the *Empress* and continued to Vancouver, although they had made no preparations for such a voyage.

When the passenger list was submitted to the Yokohama authorities, explanation was made of the circumstances attending the girls' visit to Japan. The British Consul at Shanghai had granted them a permit, which in turn had been recognized by the Japanese Consul. Orders prohibiting them to leave the boat were issued as soon as the girls reached Yokohama. Application made to the authorities through the British Consul General at Yokohama, asking a special permit in this case, were of no avail. No German was permitted to land under any circumstances, and the girls could not remain in Yokohama until they could get a boat back to Shanghai, and they must wait.

Mr. Johnstone said that he and his granddaughters would remain in Vancouver until the *Empress* of Asia sailed again for the Orient taking the same boat back to Shanghai. The Japanese authorities might at least have allowed them to remain in Yokohama until a change of ship could be arranged.

CHILDREN'S COLDS. WHY let the children rack their little bodies in such a distressing manner? Give them Chamberlain's Cough Remedy. It will restore the rich red blood to their system and soothe the inflamed membrane of the throat. For sale by all Chemists and Druggists.

## ARCHDUKE'S ESTATE SEIZED.

ITALY'S CAMPAIGN AGAINST ENEMY-OWNED PROPERTY.

MILAN, September 11.

Pursuing its determined campaign against enemy possessions on Italian territory, the Rome Government has seized the vast Bourbon estates at Vico Regio.

These estates, consisting of a stately villa, woodlands and farmlands, in the neighbourhood of the seashore, were formerly the property of Duke Robert of Parma, who passed them over to Don Carlos, by whom they were subsequently transferred, partly as an heirloom and partly by purchase, to the Austrian Archduke Leopold Salvator, that illustrious offshoot of the Tuscan branch of the family. Bent on mining money from the newly acquired property, he erected large sawmills and proceeded with the systematic destruction of the picturesque pine forests, hitherto one of the main attractions of this fashionable bathing resort. His vandalism provoked numerous protests from the inhabitants and foreign visitors, but the Italian Government found itself powerless to interfere until now.

The sequestration of Austro-German belongings in all parts of Italy proceeds apace, and runs into many millions lire already. Drastic steps are being taken to put a stop to the enormous exportation of Italian merchandise to Germany via Switzerland, which has been carried on chiefly by cliques of ex-convicts who had fled across the Swiss frontier. A consignment of 314,000 eggs, intended for this destination, via Zurich, was confiscated in the Ravenna province yesterday.

## 17-YEAR-OLD GROUP.

NOT LIABLE FOR SERVICE TILL THEY REACH 18.

WARNING TO "A" GROUP MEN.

The new departure on the part of recruiting authorities in opening attestation to young men of 17 years of age was announced in poster form last month throughout London.

The notice is in the following terms:—Formation of Group B. Men born in 1899 may, if they so desire, be attested in the above group on application to any recruiting office. Men in this group will not be liable for service with the colours before they attain the age of 18 years.

Another proclamation issued by the War Office warns all men in Group A—those of 18 years of age—that they must begin to report for service as, and when, they attain the age of 18 years and 7 months. They will begin to report on October 7.

A similar proclamation is issued to Class A—men who come under the terms of the Military Service Act, and who were born in 1898.

The new group is mainly for the purpose of facilitating the work of the recruiting authorities. It will afford a useful indication of the number of new men available, and enable the authorities to call more readily these men for training, as soon as they reach the stipulated age.

It is considered essential that men should be drafted for training at the earliest possible moment.

## SCOTTISH FOOTBALL.

(From Our Own Correspondent.)

EDINBURGH, Sept. 6.

Three weeks' football gives us some idea of the way in which the League will run this season. It does not surprise any one to find Rangers and Celtic at the top of the table, nor to note that the three last places are occupied by clubs that in happier times have battled for first place. Of course the heavy drafts made on Hearts, and in a lesser degree on Dundee, are responsible for three consecutive defeats; and Ayr United are temporarily eclipsed by reason of the prior claim of other clubs to certain players.

Rangers had an easy task with Dumbarton, whose full backs gave little assistance to an overworked goalkeeper. Celtic allowed themselves to be hustled off their game at Ayr, and were fortunate to score early in the game. Third Lanark were seen to advantage at Falkirk, though Brownlie's mistake cost them their first goal and point of the season. Clyde expected to gain two points at Kilmarnock's expense, but it was late in the game before they could draw level. Hamilton Academicals, lost to Hibernians, an accident to their centre half upsetting a defence never too strong.

Rangers 6; Dumbarton, 0. Queen's Park 3; Raith Rovers, 1. Clyde 1; Kilmarnock, 1. Celtic 1; Ayr United, 0. Morton 3; Patrick Thistle, 2. Falkirk 1; Third Lanark, 1. Hibernians 4; Hamilton Academicals, 3. Aberdeen 1; St. Mirren, 1. Motherwell 1; Dundee, 2. Airdrieonians 3; Hearts, 2.

The new French liner *Paris*, her largest ever constructed in France, was launched from the Atlantic yards at Saint-Nazaire recently. The *Paris* will be placed in the Havre-New York service. The ship displaces 37,000 tons and will accommodate 3,000 passengers.

DON'T doctor your blood for rheumatism. Use an external application of Chamberlain's Pain Balm. In a few days it will get you up and out of the doctors' hands. It will restore the rich red blood to your system and soothe the inflamed membrane of the throat. For sale by all Chemists and Druggists.

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The S.S. "Clory"  
Dear Enemy  
The Woman Who Lived Again

By Marie Corne Leighton  
Kate Horn  
Horace W. C. Newte  
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## SCOTTISH LETTER.

(From Our Own Correspondent.)

EDINBURGH, September 6.

## AN INDUSTRIAL REVOLUTION.

The work done by the Commission on Dilution of Labour in the Clyde District is so important that it deserves a fuller reference than was made to it in last week's Scottish Letter. Within the past few days, also, a report has been issued that increases our knowledge of this most remarkable industrial transformation.

It will be remembered that at the beginning of the present year a critical situation existed in the Clyde district. A scheme of dilution proposed by the Munitions Department had been practically flung at the country as if every one would not only welcome but be enthusiastic about its provisions; the truth was that very few, even among the employers, were optimistic about it, and labour was openly hostile. The agreement that the Trade Union officers contracted with the Government was repudiated a month after it had been signed, and a Vigilance Committee, which afterwards took the name of the Clyde Workers' Committee, was formed to obstruct the Munitions Act and agitate for its repeal. Against this combined opposition the local officials of the Munitions Department could make no headway. Every insignificant trouble was magnified into an issue of the highest importance; stoppages of work, some on a serious scale, occurred repeatedly, and so far as the Clyde area was concerned, to become a dead letter. Now, seven or eight months later, the Clyde is a model to the other industrial districts of the Kingdom. A calm has succeeded to the storm; dilution is carried out thoroughly and successfully; and in all the engineering works and shipbuilding yards of the Clyde work is proceeding at the highest pressure, and in an atmosphere of general goodwill. The remarkable change has been brought about by the tact and energetic handling of the delicate situation by the three gentlemen who form the Dilution Commission. At first they advanced cautiously by educating the masters as well as the men in the principles that underlay the scheme. They did not issue orders and indicate that these must be obeyed or condign punishment would follow. They chose the method of continuous conference and consultation, personal visits to works, persuasive discussions with employers and employed, and the adaptation of the new principles to the requirements of individual shops in accordance, wherever practicable, with the suggestions of the workers themselves. It was a slow process, but it was sure. Some very drastic steps had to be taken with the leaders of the trouble, in the end the general assent of the Trade Union element was obtained to the new methods. The transformation may now be regarded as complete. From being notoriously the most difficult district in the United Kingdom the Clyde has become one of the most harmonious. Instead of having to interview employers and men about 250 times per month they did during the first four months the Commissioners have now only one or two interviews per week. The system operates automatically, with the cordial co-operation of employers, the Trade Union, and the workers concerned. All this means psychological as well as an industrial transformation of the greatest importance. And it may be hoped that after the war, the experience of compromises and concessions inaugurated by the Commissioners will not be forgotten in this, the greatest of our Scottish industrial centres.

FROM OTTAWA TO CANBERRA.  
The Hon. Alexander Stewart, the new Minister of Finance in the Cabinet of British Columbia, has been appointed to the position of Minister of Finance in the Government of British Columbia.

about by the tact and energetic handling of the delicate situation by the three gentlemen who form the Dilution Commission. At first they advanced cautiously by educating the masters as well as the men in the principles that underlay the scheme. They did not issue orders and indicate that these must be obeyed or condign punishment would follow. They chose the method of continuous conference and consultation, personal visits to works, persuasive discussions with employers and employed, and the adaptation of the new principles to the requirements of individual shops in accordance, wherever practicable, with the suggestions of the workers themselves. It was a slow process, but it was sure. Some very drastic steps had to be taken with the leaders of the trouble, in the end the general assent of the Trade Union element was obtained to the new methods. The transformation may now be regarded as complete. From being notoriously the most difficult district in the United Kingdom the Clyde has become one of the most harmonious. Instead of having to interview employers and men about 250 times per month they did during the first four months the Commissioners have now only one or two interviews per week. The system operates automatically, with the cordial co-operation of employers, the Trade Union, and the workers concerned. All this means psychological as well as an industrial transformation of the greatest importance. And it may be hoped that after the war, the experience of compromises and concessions inaugurated by the Commissioners will not be forgotten in this, the greatest of our Scottish industrial centres.



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## P. &amp; O. S. N. Co.

## ROYAL MAIL SERVICE.

Will dispatch VESSELS to the Undermentioned PORTS on or about the DATES named:-

For	Steamers	To Sail	Remarks
SHANGHAI, MOJI & KOBE	NYANZA Capt. J. GAUNT, R.N.R.	Daylight 27th Oct.	Direct Service
LONDON via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	NORE Capt. D. ASBURY, R.N.R.	Noon 3rd Nov.	Direct Service
SHANGHAI, MOJI & KOBE	MALTA Capt. C. C. TALBOT, R.N.R.	about 8th Nov.	Direct Service
LONDON & BOMBAY via SINGAPORE, PENANG, COLOMBO, PORT SAID & MARSEILLES	NYANZA Capt. J. GAUNT, R.N.R.	Noon 17th Nov.	Connecting at Colombo with Mail Steamer Mongolian

Wireless on all steamers. Repairs, tickets at a fare and a half available to Europe for 6th year, or Intermediate Ports for six months. Round-the-world and through tickets to New York, at Special Rates.  
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## O. S. K.

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REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

AMERICAN LINE. FOR VICTORIA, AND TACOMA, VIA MANILA, KEELUNG, SHANGHAI, NAGASAKI, MOJI, KOBE, YOKKAICHI AND YOKOHAMA.

† Omitting Shanghai and Nagasaki.

AUSTRALIAN LINE. FOR SYDNEY, MELBOURNE, AND ADELAIDE.

S.S. "NANKING MARU".....Friday, 27th Oct., at Noon.

BOMBAY LINE. FOR BOMBAY, VIA SINGAPORE, PORTSWORTH, TENHAM, PENANG, AND COLOMBO.

S.S. "INDO MARU".....Capt. Y. Somekawa.....Sunday, 29th Oct., at Noon.

JAVA LINE. FOR MANILA, SANDAKAN, MACASSAR, SAMARANG, SOURABAYA & BATAVIA.

† S.S. "ANNAN MARU".....Monday, 30th Oct.

S.S. "SEIBETORO MARU".....Capt. S. Yamane.....Friday, 3rd Nov., at Noon.

† Calling at Sourabaya, Samarang and Batavia.

FORMOSA LINE. FORTAMUSI, KEELUNG, ANPING, TAKAO, VIA SWATOW, AND AMOY.

S.S. "SOSHU MARU".....Wednesday, 25th Oct., at 8 a.m.

S.S. "AMAKUSA MARU".....Capt. Konishi.....Sunday, 29th Oct., at 10 a.m.

† Calling at Tamsui, Keelung via Swatow and Amoy.

† Omitting Tamsui and Keelung.

These Formosa Lines will arrive at and depart from the SOON YIP WHARF near the Harbour Office.

FOR FURTHER INFORMATION, APPLY TO:-

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SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.

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† These above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of ice, Fruit, Provisions, etc., and are lighted throughout with Electricity. All State Rooms have Electric Fans. A fully qualified Doctor and Stewards are carried. All Steamers fitted with Wireless Telegraphy.  
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Leave from Hongkong	On or about	Connecting at Calcutta with	On or about

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REGULAR SAILINGS via PORTS AND BAYS AND PANAMA CANAL (With liberty to call at the Malabar Coast).

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S.S. FOREMONT CASTLE.....On or about 10th November.

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Regular Service of Steamers between Japan, Hongkong, Singapore, Batavia, Samarang and Sourabaya

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S.S. HONDA MARU For Moji, Kobe & Yokohama.....29th Oct.

For Freight or Passage Apply to

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## C. N. C.

## CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION.

For	Steamers	To Sail
MANILA, CEBU & ILOILO	SWILANG	Oct. 26, at Noon
SHANGHAI	KAIPOW	Oct. 28, at 4 p.m.
PAKHOT & HAIPHONG	ASHUT	Oct. 27, at 10 a.m.
SHANGHAI	LUCHOW	Oct. 31, at 4 p.m.
MANILA, CEBU & ILOILO	CHENHUA	Oct. 31, at 4 p.m.

DIRECT SAILINGS TO WEST RIVER—Twice Weekly.

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S.S. "Anhui," "Chenai," "Yachow," "Yangchow," "Shantung" and "Sinkiang," with

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Excellent Saloon accommodation amidships. Electric Fans fitted. Extra state-

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## INDO-CHINA STEAM NAVIGATION CO., LD.

## PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For	Steamers	To Sail
SHANGHAI	WINGSANG	THURSDAY, Oct. 26, Daylight
HOIHOW & HAIPHONG	LOKSANG	THURSDAY, Oct. 26, at 8 a.m.
SANDAKAN	MAUSANG	FRIDAY, Oct. 27, at Noon
MANILA	TUENSANG	SATURDAY, Oct. 28, at 2 p.m.
SHANGHAI, MOJI & KOBE	LAISANG	TUESDAY, Oct. 31, Daylight
HOIHOW & HAIPHONG	TAKSANG	TUESDAY, Oct. 31, at 8 a.m.
WEIHAIWEI & TIENTSIN	CHEONGSANG	WEDNESDAY, Nov. 1, Daylight
SINGAPORE, PENANG & CALCUTTA	KUMSANG	WEDNESDAY, Nov. 1, at Noon
MANILA	LOONGSANG	SATURDAY, Nov. 4, at 3 p.m.

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These vessels have all modern improvements and are fitted throughout with

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Under Straits Government Passport Regulations. All European Passengers

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SUBJECT TO CHANGE WITHOUT NOTICE

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HAIPHONG	Capt. J. W. Evans	WEDNESDAY, 25th Oct. at 11 a.m.
HAITAN	Capt. J. S. Thomson	FRIDAY, 27th Oct. at 11 a.m.
HAICHONG	Capt. W. C. Passmore	TUESDAY, 31st Oct. at 11 a.m.

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KOREA MARU	18,000-18 knots	Wed., 28th Nov. at Noon
TENYO MARU	22,000-21 knots	Tues., 19th Dec. at Noon
SIBERIA MARU	18,000-18 knots	Wed., 13th Dec. at Noon
NIPPON MARU	11,000-15 knots	

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SHINYO MARU.....14,000-12 knots.....Thurs., 8th Nov. at Noon.

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TO ALTERATION.

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	KAGA MARU, Capt. Tozawa, Tons 12,500	THURSDAY, 16th Nov. at Noon.

VICTORIA, B.C. & SEATTLE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

KAMAKURA MARU, Capt. Kawajima, Tons 12,500

TUESDAY, 31st Oct., at Noon.

YOKOHAMA MARU, Capt. Terada, Tons 12,500

WEDNESDAY, 2nd Nov., at Noon.

SYDNEY and MELBOURNE via SHANGHAI, MOJI, KOBE, YOKKAICHI and YOKOHAMA

HEISHIN MARU, Capt. Tozawa, Tons 12,500

MONDAY, 6th Nov., at Noon.

DAY ISLAND TOWNS, VILLAGE and BUSHBANK

YAKI MARU, Capt. Yoshikawa, Tons 12,500

TUESDAY, 14th Nov., at 11 a.m.

CALCUTTA via SINGAPORE, PENANG & RANGOON

KIRIN MARU, Capt. Sasaki, Tons 8,000

SUNDAY, 29th Oct., at Noon.

BOMBAY via SINGAPORE, PENANG & RANGOON

BOMBAY MARU, Capt. Shimahara, Tons 8,000

WEDNESDAY, 25th Oct., at Noon.

NAGASAKI, KOBE & YOKOHAMA

TANGO MARU, Capt. Soyata, Tons 12,500

SATURDAY, 11th Nov., at 10 a.m.

SHANGHAI, KOBE & YOKOHAMA

KAMO MARU, Capt. Shimada, Tons 10,000

FRIDAY, 27th Oct., at 10 a.m.

YOKOHAMA

YOKOHAMA MARU, Capt. R. Kuri, Tons 11,000

SUNDAY, 5th Nov., at 10 a.m.

SHANGHAI & KOBE

CEYLON MARU, Capt. Terada, Tons 10,000

SATURDAY, 25th Oct., at Noon.

SHANGHAI, MOJI & KOBE

YETOROFU MARU, Capt. Hishida, Tons 5,000

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